I claim:

1. A disc brake having an anchor fixed to a housing, said anchor having first and second rails that align first and second friction members with a rotor, said first and second friction members being respectively moved into engagement with first and second radial surfaces on said rotor to develop a brake force that opposes the rotation of said rotor to effect a brake application, said brake force being communicated through said first and second friction members into said anchor during the brake application characterized in that a thickness of said rotor between corresponding positions on said first and second radial surfaces may vary; and in that said first rail has a first section and a second section each of which has a constraining surface separated from a bearing surface; and in that said second rail has a first section and a second section each of which has a constraining surface separated from a bearing surface; and in that said first friction member has a first carrier with a first projection on a first end and a second projection on a second end, said first projection on said first carrier being located adjacent said constraining surface in said first section of said first rail and said second projection being located adjacent said constraining surface in said first section of said second rail; and in that said second friction member has a second carrier with a first projection on a first end and a second projection on a second end, said first projection on said second carrier being located adjacent said constraining surface in said second section of said second rail and said second projection being located adjacent second constraining surface in said second section of said first rail; and in that said first projection on said first carrier and said first projection on said second carrier respectively engage said bearing surface of said first section of said first rail and said constraining surface of said second section of said second rail during a brake application such that second projection on said first carrier may pivot with respect to said first projection and said second projection on said second carrier may pivot with respect to said first projection on said second carrier when said first and second friction members encounter thickness variations in said rotor.

2. The disc brake as recited in claim 1 wherein the pivoting of said second projection with respect to the first projection on the first carrier and the pivoting of the second projection with resect to the first projection on the second carrier sequentially

occurs to eliminate and lateral force on the engagement of said first projection on said first carrier with said bearing surface of said first section of said first rail and said first projection on said second carrier with said constraining surface of said second section.

3. The disc brake as recited in claim 2 wherein a first space relationship between said first projection on said first carrier and said constraining surface in said first section of said first rail is less than a second space relationship between said second projection on said first carrier and said constraining surface in said first section of said second rail.

4. The disc brake as recited in claim 2 wherein a third space relationship between said first projection on said second carrier and said constraining surface in said second section of said second rail is less than a fourth space relationship between said second projection on said second carrier and said constraining surface in said second section of said first rail.

5. The disc brake as recited in claim 4 wherein said first space relationship and said third space relationship are identical and as a result braking force developed during a brake application are equally carried into said first rail and second rails.

6. The disc brake as recited in claim 2 wherein said pivoting of first and second carriers reduces brake torque surge during a brake application.

7. The disc brake as recited in claim 1 wherein said first carrier and said second carrier are further characterized by first and second ears, and in that spring means engage said first and second ears to urge said first and second carriers toward said first and second rails to prevent rattling.

8. A disc brake having an anchor fixed to a housing, said anchor having first and second rails that align first and second friction members with a rotor, said first and second friction members on being respectively moved into engagement with first and second radial surfaces on said rotor developing a brake force that is communicated into said anchor to opposes the rotation of said rotor to effect a brake application, said rotor being characterized by having a thickness that may vary between corresponding arcuate positions on said first and second radial surfaces with respect to an axis of rotation; and in that said first friction member has a first carrier with a first projection on a first end and a second projection on a second end, said first projection on said first carrier of said first friction member being located in said first rail and said second projection thereof being

located in said second rail to align said first friction member in a first plane substantially parallel with said first radial surface on said rotor; and in that said second friction member has a second carrier with a first projection on a first end and a second projection on a second end, said first projection on said second carrier being located in said second rail and said second projection thereof being located in said first rail to align said second friction member in a second plane substantially parallel with said second radial surface of said rotor; and in that said first projection on said first carrier is pushed into engagement with a first abutment surface on said first rail and in that first projection on said second carrier projection is pulled into engagement with a second abutment surface on said second rail and as a result said second projection on said first carrier member and said second projection on said second carrier may sequentially pivot whenever said first and second friction members encounter thickness variations in said rotor such that the introduction of stress forces on the first projections at the respective points of engagement with the abutment surfaces is prevented.

9. The disc brake as recited in claim 8 wherein said a first space relationship between said first projections on said first and second carriers and said first and second rails is characterized as being less than a second space relationship between said second projections on said first and second carriers and said first and second rails and as a result when a rotor is rotating in a forward direction said first projections will always engage an abutment surface before said second projections engage an abutment surface.

10. The disc brake as recited in claim 9 wherein said pivoting of said first and second carriers reduces the introduction surging during a brake application.

11. The disc brake as recited in claim 8 wherein said second projections on said second ends of said first and second carriers engage first and second rails when a vehicle is traveling in a reverse direction to prevent the development of stress force into an anchor when a high thickness on a rotor passes between the first and second friction members.